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Safety Programs

MISHAP RESPONSE

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This instruction outlines the procedures for time critical response to flight mishaps. It also serves as a guide for local mishap investigation by a single investigator or mishap investigation board. It implements AFRD 91-2, *Safety Programs*, and complements 934 AW OPLAN 32-1 that clarifies and expands specific safety concerns. It provides rapid and positive response to aircraft mishaps when Mpls-St Paul personnel and property are involved, or when Mpls-St Paul IAP Air Reserve Station (ARS) is tasked to provide initial safety investigative support due to mishaps involving any military aircraft. The purpose is to ensure timely assembly of personnel and accurate reporting of the mishap details. It applies to all organizations, including tenants located on this base.

SUMMARY OF REVISIONS

This revision updates safety office requirements. A (I) indicates revisions from the previous version.

1. Execution:

1.1. This instruction will be implemented upon notification that a mishap has occurred in the 934 AW area of responsibility and a safety investigation of the occurrence will be required. The 934 AW Commander or the Commander having convening authority according to AFI 91-204, *Investigating and Reporting US Air Force Mishaps*, will determine the size and makeup of the investigation board. Grand Forks AFB ND, as the nearest active duty Air Force base, is the convening authority for the interim safety investigation board. Initial steps for the CAT or CP will be to notify Grand Forks AFB, 22AF/SE and HQ AFRC/SE.

1.2. When fire fighting, rescue, and disaster response force operations are completed, the wreckage will temporarily be placed in the charge of the Wing Commander or the interim safety investigation board president through positive transfer of control.

1.3. Each aircraft mishap will be investigated to the degree necessary to determine the pertinent facts and circumstances relating to the occurrence. The investigators will be tasked to identify cause factors and to formulate practical recommended action that would prevent recurrence of a similar event.

1.4. When the AFI 91-204 safety investigation is completed, the wreckage will be released by written notice to the AFI 51-503 *Aircraft, Missile, Nuclear and Space Accident Investigations*, accident investigation board president or the appropriate commander for reclamation/salvage.

2. Concept of Operations:

2.1. Priorities. The preservation of life is always the primary consideration after a mishap or during an emergency situation. Next is the preservation of Air Force resources. Then, and only then, is consideration given to the preservation of property and evidence for safety investigation and mishap prevention. Since every mishap differs in detail, this instruction is not designed to cover every contingency of mishap response and initial investigation. Rapid notification, correct and timely response, and containment of the mishap situation are the goals of this instruction. The Wing Commander and the Chief of Safety will determine investigation and reporting procedures in accordance with current directives. Initial disaster response will be in accordance with 934 AW OPLAN 32-1. After the initial disaster response is completed and rescue/recovery operations are terminated, every effort will be made to preserve the wreckage for this investigation board.

2.2. Investigative Support. According to AFI 91-204, MPLS-St Paul IAP ARS is required to support the safety investigation board with all facilities and materials required to conduct their investigation. A partial list of requirement for the formal board include: lodging, messing, transportation, a meeting room, an office with a defense switched network (DSN) phone for the board president, information management support, and information management material. The 934 AW interim mishap investigation board will conduct initial data collection and mishap investigation. Members of the board are assigned in writing by the 934 AW Commander and include operations, maintenance, safety, medical and information management.

2.3. Notification. The primary and secondary alarm circuits will be used for immediate notification to response agencies as specified by 934 AW OPLAN 32-1. Agencies tasked to support disaster or crash plans will take actions to ready their area for an investigation. Each organization will be notified by safety or another member of the investigation board and given details.

2.4. Responsibilities:

2.4.1. Safety. The 934 AW Safety Office is responsible for preserving all possible evidence for the formal investigation board. The safety representation with the on-scene commander will ensure measures are taken and members of the rescue teams use safe practices as much as possible. The safety office maintains a crash kit with items necessary to conduct preliminary investigation. Although convening authority for mishaps resides with the nearest active duty base, we still need to protect and preserve the site for the safety investigation board. This may involve capturing information and materials that would disappear or change over time. The base safety office maintains a list of trained personnel who are available to assist with collecting data and information during the first few hectic hours after a mishap.

2.4.2. Transportation. Vehicle Operations will supply vehicles for board members and possible transportation to and from the mishap site.

2.4.3. Maintenance. Maintenance personnel will be needed to assist the investigation team with identifying parts of the aircraft, plotting the crash site, and with relocating any wreckage after the investigating team is done.

2.4.4. Supply. Base Supply will issue board members equipment and cold weather gear if required to personnel involved in the investigation or cleanup.

2.4.5. Public Affairs (PA). The crash site and evidence will need to be photographed to record details and temporary evidence. Since no photo lab is available, the PA office will assist with photography.

2.4.6. Security. The mishap site must be secured against tampering once all lifesaving, fire and EOD personnel are finished. The base security forces working with law enforcement in the mishap site area will be tasked with providing site security until the investigation is completed.

2.4.7. Communications. Communications Flight will supply radios and communications between Minneapolis-St Paul IAP ARS and the accident site.

3. Definitions:

3.1. Flight. Mishaps involving aircraft when intent for flight is established.

3.2. Mishap. In general, an unplanned noncombat event which causes:

3.2.1. Injury to military or civilian personnel.

3.2.2. Damage to Air Force and civilian property as a result of Air Force operation.

3.2.3. High accident potential, even though it did not result in injury or damage.

3.3. Safety Investigation Board. For purposes of this instruction, the term "safety investigation board" also means an "interim safety investigation board" or an "investigating officer" for single officer investigations.

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Commander